

Environmental and Social Data Sheet

Overview

Project Name: *A7 SALZGITTER-GOETTINGEN PPP*
 Project Number: *2014-0344*
 Country: *Germany*
 Project Description: *The project concerns the widening of a 29.2km A-7 motorway section in Lower Saxony between Salzgitter and Goettingen from 2x2 to a 2x3 lanes. The project also includes the maintenance and operation of the total 71.6km-long section between Salzgitter and Goettingen.*

EIA required: yes

Project included in Carbon Footprint Exercise¹: yes

(details for projects included are provided in section: "EIB Carbon Footprint Exercise")

Summary of Environmental and Social Assessment, including key issues and overall conclusion and recommendation

This project concerns the widening of a 29.2km A-7 motorway section in Lower Saxony, between Salzgitter and Goettingen to 2x3 lanes. It is included in the Federal Transport Investment Plan (Bundesverkehrswegeplan) of 2003, predating the application of the SEA Directive 2001/92/EU and therefore not subject to it.

The proposed project falls under Annex II of the EIA Directive 2011/92/EU. The project has been screened in by the competent authority and a full EIA with public consultation has been carried out.

The EIAs have been performed according to the German Law for all sections and NTSs are available. Plan approval (Planfeststellungsbeschluss) has been received for PFA4 and PFA5 but pending for section PFA3 of the project. This irrevocable approval will be required prior to signature of the contract.

There are 3 Natura 2000 areas located in the vicinity of the project (Nette und Sennebach DE3926331, Hainberg, Bodensteiner Klippen DE3927301 and Lainetal bei Salzderhelden DE4225401). A declaration from the competent authority on the assessment carried out under Article 6 of the Habitats Directive (92/43/EEC) (Form A/B or equivalent) will be required prior to contract signature.

Considering the nature of this project (widening without change of alignment), its residual negative impact are relatively low. Main impacts at operation stage will be connected to noise and increased severance. The project is expected to significantly reduce congestion. Proposed mitigation measures include noise barriers, fencing of the motorway, animal underpasses and re-forestation areas.

The institutional capacity of the promoter to manage the environmental issues of the project is deemed satisfactory.

Subject to the above-mentioned conditions, the project is acceptable for the Bank from an environmental and social point of view.

Environmental and Social Assessment

¹ Only projects that meet the scope of the Pilot Exercise, as defined in the EIB draft Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: above 100,000 tons CO₂e/year absolute (gross) or 20,000 tons CO₂e/year relative (net) – both increases and savings.

Environmental Assessment

EIAs have been undertaken for the 3 sections of the project in the context of widening the overall corridor so potential cumulative effects have been addressed. The irrevocable authorisation (“Planfeststellungsbeschluss”) have been provided for 2 sections out of 3. The latter is expected to be issued by September 2014.

The project will have an impact on environment both during construction and operation. At construction stage, the project will mainly increase noise and vibration levels, and will impact air quality. Special mitigation measures were included in the EIAs and include noise barriers, fencing of the motorway, animal underpasses and re-forestation areas, with a special attention to the widening of bridges to provide protection for waters to conserve habitat connectivity features. Negative impacts during construction will be short-lived and reversible.

At operation stage, major impacts will be connected to increased noise and emissions from vehicles, as well as loss of trees and increased severance. Mitigation measures have been proposed, which include noise barriers, reforestation areas, fencing and animal underpasses.

These measures are considered satisfactory.

EIB Carbon Footprint Exercise

The project is included on the following basis.

Estimated annual third party greenhouse emissions (vehicular use, from existing and generated demand) from the use of the project in a standard year of operation:

- Forecast absolute (gross) emissions are 156,000 tonnes of CO₂ equivalent per year; and
- Forecast emissions increase is 686 tonnes of CO₂ equivalent per year.

The project boundaries are:

- Existing network comprising motorway A7 to be upgraded from 2x2 to 2x3 lanes largely on existing alignment.
- In the “with project” case, the new 2x3 motorway between Salzgitter and Göttingen and its interchanges.

The baseline is the forecast third party emissions, in the absence of the project, from the existing network only within the boundary defined above. The forecast for absolute emissions includes both the existing and additional network. The forecasts reflect the Services’ assumptions on traffic, traffic growth, speed/flow, infrastructure capacity and fuel consumption.

For the annual accounting purposes of the EIB Carbon Footprint, the project emissions will be prorated according to the EIB lending amount signed in that year, as a proportion of project cost.

Public Consultation and Stakeholder Engagement

Public consultation is embedded in the EIA process and other elements of the “Planfeststellungsverfahren” into which the permitting process is included. Public consultation is completed on all sections of the project.

Other Environmental and Social Aspects

The necessary land acquisitions will be carried out partly by the public authority, partly by the future PPP-contractor, according to German law. No major complaint was raised on these issues during public consultation.